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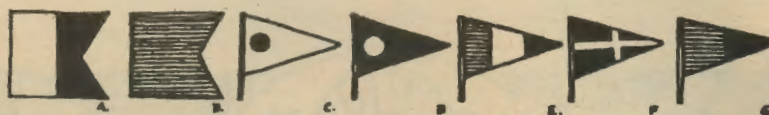
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THE
BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



♦♦ VOL. 1 NO. 11 ♦♦
OCTOBER 11, 1990



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 Mary Ann Hawk/Sandy Silvia, Panache Property Brokers
 Howard Nickerson, Offshore Mariners Association

PUBLISHER NOTES

By Gary Golas



In a recent newsletter prepared by the National Fisheries Institute, research conducted by the National Fish and Seafood Promotional Council indicates that many Americans lack confidence in their ability to cook fish at home and fear a culinary disaster.

Whether industry realizes it or not more marketing or promotional programs are needed to educate consumers that cooking seafood is just plain simple to do. Just think about the New Bedford scallop experience in the late 50's. Scallops would not have grown so popular if the New Bedford Kiwanis and others didn't promote the product through the annual Scallop Festival. A sound marketing strategy is needed if any business is to be successful. The fishing industry is no exception.

Front Photo: Scallop fisherman Kevin Mitchell of the F/V Huntress gets a helping hand from his son, T.J., holding up a monster 18.5 pound lobster dredged up some 30 miles south of Nantucket Island on Sept 20th.

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Ship to Shore

Messages from offshore and home

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Love,
Your Friends,
Ruthie & Dalia

Hi Uncle
HAVE A GOOD trip
we need A HAIR
CUT!!

dudes

TO: Eric Jones
FROM Steven & Scott Perry

Best Wishes Safe trip
Good Luck Safe voyage
Dick at the National
Club.

TO: All Fishermen
FROM Dick at the National

Praying for the safety of the
men at sea.

Millie's Laundry.

All my fishermen
Friends!
God Bless, Safe Trips

Love Bonnie

TO: All New Bedford Fisherman
From Bonnie Roderiques

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from
Mommy & Daddy

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The Barnacle



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soon! Please behave!!
Love,
Karen
Wendy

TO Kevin Rafuse
FROM: Karen Gomes & Wendy Bedient

Kevin,
Have a safe trip
and I'll see you in
Nantucket.
Wendy

TO Kevin DaDuce, Fisherman

Bon Voyage!,
Dana
Love Chris, Garrett
&
Cody

TO Dana Tools, F/V Integrity

Whether on land or
at sea...
thanks for Locking on
FUN 107!

To All Men of the Sea
FROM: Your Friends at Fun 107!

hey daddy - o
Congratulations...!

I love you
Eve

TO Edie Bouley, F/V Edgartown

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preceding issue.

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Children's Book

Saturday, Oct 20 11:30am

(previously scheduled for Oct. 6)

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Another Month Of Waiting For Scallop Hearings

Council Staff Continues To Carefully Develop Public Hearing Documents

It may be November before the scalloping industry gets the chance to discuss at public hearings the variety of effort controls contemplated for 1991.

The staff of the New England Fishery Management Council has been developing the long awaited public hearing document which will be reviewed by the Scallop Subcommittee first before the fishing public gets the chance to voice its approval or disapproval. That group may

meet before the end of the month.

The council is carefully developing the models used to support the definition of overfishing which will include the most current landing data in the scallop fishery.

Many industry representatives have been hoping to get the council to do away with the controversial meat count method of effort control. Such a move is expected to be included in the Amendment 4 following a vote

in August.

But also on the table will be a host of comprehensive methods designed to conserve and rebuild the scallop fishery. It includes a vessel moratorium or limited entry, limiting the crew sizes, dredge sizes, an adoption of a layoverday system and possible overall scallop landing quotas.

Not all fishermen and boatowners support the methods that will be proposed. At least one boatowner has started a petition against any limited

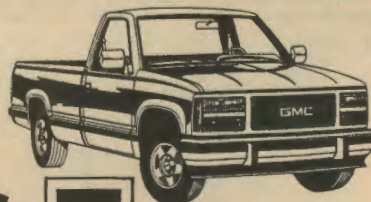
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entry scheme.

The plan will also call for the development of a system to administer an effort control program which would include mandatory reporting by fishermen, processors, and dealers; processor and dealer liability for violations of the regulations; the purchase of data entry and monitoring equipment which might include credit card machines and transponders; and full integration of permit, weighout and enforcement data with proper security and authorization procedures.

Although the meat count method could end, it could be reinstated to be used as a back-up measure to control so-called age-at-entry for all vessels.

During the past summer months industry representatives have attempted to get the Fisheries Service to declare an emergency primarily to discourage what appeared to be a growing practice of sailing scallopers with back-to-back crews. Many felt that such a practice would place further strains on the resource. NMFS Regional Director Richard Roe however decline to take the action but urged the council to adopt a more comprehensive effort control plan as soon as possible.

Meanwhile the Scallop Subcommittee has a new chairman. Massachusetts Division of Marine Fisheries Director Phil Coates replaces David Borden who will serve as chairman of the overall council following the departure of Jim Warren.

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Family of Lost Fisherman Looking For Support To Bring His Body Home

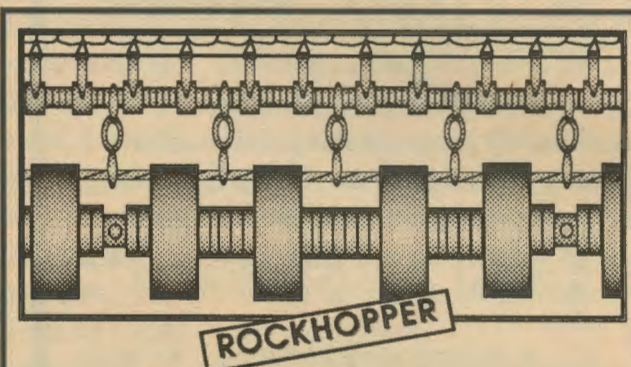
The family of one of two men lost during the recent sinking of the F/V Aristocrat off Nantucket has started a fundraising campaign aimed at retrieving his body for a burial back home.

Gerry Shannon drowned when his vessel sank on September 18th while the rest of the crew abandoned the sinking ship. Reports indicate that he attempted to rescue another crewmember, Andrew Parisi who also drowned.

Loretta Shannon says a spaghetti supper is being planned for October 28th at Family Pizza, 1751 Acushnet Avenue in an effort to collect over \$10,000 needed to bring her son home. Tickets are available at Family Pizza, The National Club, American Legion on Dartmouth Street, the Martinique Club and from family and friends.

"One diver is willing to go if I paid him \$4,000 now and the other \$4,200 later because he knows I am trying to raise the money," said Ms. Shannon. She added that the Coast Guard has declined to assist as a platform vessel for the diver.

Congressman Gerry Studds' Washington office has forwarded a formal letter to the Boston District Office of the Coast Guard requesting their support in the effort. The Coast Guard however has maintained a policy of not involving itself with salvage work after vessels and persons are lost. Studds aid Jeffrey Pike said "The Coast Guard suggested to me that they don't have the boats that are



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outfitted to do diving work and to protect divers." Congressman Studds still has sent forward the formal request.

The family of Andrew Parisi has chose not to have his body raised.

The F/V Aristocrat, a steel-hulled, western rig, was being escorted by a Coast Guard Cutter when it radioed the fishermen to inform them that their vessel was riding very low in the water. The boat apparently rolled over quickly while most of the crew abandoned ship. Sadly at the same time Shannon turned to climb down below to warn his friend Andrew to leave the ship when it rolled over and sank.

The vessel sank in about 200 feet of water southeast of Nantucket. Because of its depth divers would need to utilize pressurized diving equipment. The cost of such a dive and equipment runs as high as \$10,000.

"I know people say that I should leave him there because he was a fisherman," said Ms. Shannon. "This was to be his last trip, he promised me that. I even begged him not to go that morning because he did not like what he was doing, he wasn't making any money."

A can collection is also being taken at area businesses to raise the money for the dive. To date over \$1,300 has been raised

not counting the money from the sales of the tickets for the upcoming supper at Family Pizza.

"The Coast Guard doesn't have any control over these vessels and I think they should," added Ms. Shannon.

Despite the difficulties of dealing with the tragedy and of hearing about negative comments from people who feel she should let her son rest where he is, Ms. Shannon is determined to carry on. "I just need everybody's help to get my son because I know that my son would not want to be there."

If you would like to help in any way call the family at 991-4358.

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BOSTON RAYNHAM HYANNIS

Two Canadians Take Top Spot In Nova Scotia Shucking Contest Against New Bedford Men

New Bedford's Jim Jardin of the F/V Endurance and Warren Bretton of the F/V Guidance tried hard to bring home the international trophy but couldn't topple two Canadian fishermen. Their trips sponsored by the Offshore Mariner's Association brought them to Lunenburg, Nova Scotia to shuck off in the annual Fishermen's Exposition and Reunion, Sept 19-22nd.

Canadian Paul Gidney won the first place trophy with the best overall score while Canadian Russell Worthing landed in second place. Finishing a close third was Jim Jardin and fourth went to

Warren Bretton. Bretton had won the top honors last year.

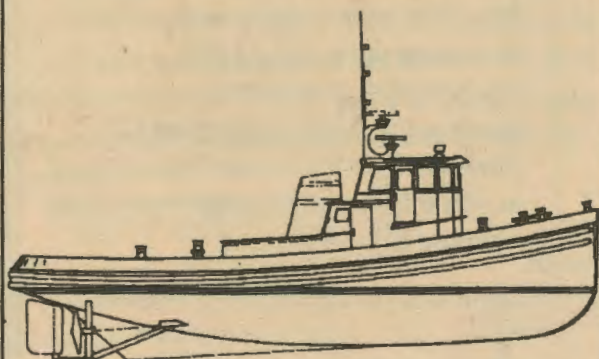
Offshore Mariner's President Tom Wilson said he appreciated the men going north to represent New Bedford. "I want to really thank Jim and Warren for taking the trips off to take part in the event which is important to the fishing community as a whole." This is the first year the Offshore Mariner's Association has sponsored the event on its own. Over twenty men from the area participated in the August 17th American run-off here in New Bedford.

The Canadian contest

results went as follows;

Paul Gidney- time 8:37
6 defective meats,
1 missed scallop,
total points of 288.6
Russell Worthing-time 8:53,
10 defective meats
1 missed scallop
total points of 283.4
Jim Jardin-time 8:44
16 defective meats
no missed scallops
total points of 283.2
Warren Bretton-time 9:00
18 defective meats
4 missed scallops
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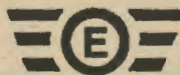
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Fishing Vessel Captain Awarded Coast Guard License

Captain Martin D. Manley, a resident of 5 Arthur Street, North Dartmouth, Mass. was awarded a U.S. Coast Guard license for Master of Steam and Motor Vessels of Not More Than 100 Tons, Mate of vessels of not more 200 tons with Towing Assistance Endorsement. In addition he earned an unlimited rating of Able Seaman and Lifeboatman.

Manley was required to pass two half-day-long comprehensive tests by the Coast Guard in Boston. The license authorizes Manley to captain small passenger vessels out to 200 miles off-shore. He can also engage in towing operations. The Able Seaman rating allows Manley to serve in the deck department of any size ship on any ocean.

Captain Manley has been a commercial fisherman for 12 years. During the past 9 years he has been captain of the fishing vessel Mary Anne out of New Bedford.

Capt. Manley prepared for the exams by completing Houston Marine exam-prep courses at Northeast Maritime in New Bedford. He is shown here utilizing Northeast Marine video tapes to learn navigation.



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Coast Guard Reports

Sept. 1, 1990/12:50 AM

The Coast Guard Woods Hole, Chatham and Brant Point groups all heard a mayday call. Only response was that there was five persons on board. No further maydays was received and there was negative response to further CG calls.

Sept. 1, 1990, 2:39 AM

The Fishing Vessel Capt Joe, a 70 foot trawler with 5 persons on board reported to be disabled with a broken shaft some 25 miles east of Chatham. The vessel was towed to Provincetown by Cutter Point Jackson.

Sept. 1, 1990/10:36 AM

The Coast Guard Woods Hole Group heard a single word "mayday" on channel 16. The voice sounded childlike. There was no further response to CG calls.

Sept 1, 1990/4:10 PM

The F/V Celtic, a scalloper with a crew of 9 men reported 110 miles east of Cape Cod that it was disabled with a lost propeller. Point Jackson assisted in towing vessel to Nantucket Sound for commercial assistance.

Sept. 1, 1990/4:21 PM

Coast Guard station Chatham heard a "mayday" on channel 16. Just prior to mayday call a child was heard calling

"mommy where are you?". The call had laughter in the background. No further indications of distress.

Sept 1, 1990/8:18 PM

The F/V Greg & Jeff became disabled with a crew of 6 about 30 miles east of Cape Cod. It had suffered from a blown engine. Tow was arranged to Nantucket Sound for commercial assistance.

Sept. 2, 1990/8:17 AM

The F/V Atlantic Star reported that it was hung up on another vessel's gear about 40 miles southeast of Nantucket. It made the request for the Coast Guard to contact commercial divers to free her. While divers were being arranged, the vessel indicated it freed itself but it had gear in its screw and could not make way. Diver responded to a commercial assistance broadcast and were willing to dive to free the gear. Owner of the vessel was reportedly unwilling to pay \$1,500 for commercial assistance. A cutter assisted in towing to vessel to Nantucket for commercial assistance.

Sept 4, 1990/12:35 PM

The Coast Guard received a report of EPIRB signals on 406 Mhz coming from south of the Vineyard. An aircraft was launched and located the source to be from the F/V Debbie Sue. A violation was issued.

Sept. 4, 1990/2:14 PM

The Fishing Vessel Sabrina C, 60 miles southeast of Nantucket reported thru another vessel that it was taking on water. A helicopter dropped two pumps on board and the situation was stabilized. The vessel proceeded to port under her own power.

Sept. 4, 1990/6:21 PM

The Fishing Vessel Shantell & Nancy called for assistance 30 miles southeast of Nantucket with a net caught in its screw. A tow was arranged to Nantucket for commercial assistance.

Sept. 5, 1990/12:54 AM

Fishing Vessel Barbara Ann reported 135 miles east of Nantucket that a crewman was suffering from a compound fracture of his arm. F/V Tradewinds contacted the Coast Guard to inform them for the subject vessel. Medevac was recommended and a helicopter was dispatched.

Sept. 6, 1990/1:00 PM

The F/V Nelson Blount reported that it was 60 miles southeast of Nantucket and had a crewman feeling rundown, confused and sluggish and requesting medical advice. Flight surgeon recommended food and rest and contact with the man's own physician recommended sugar water. Vessel steamed to Nantucket to drop off the man.



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83 Toyota Celica GTS
87 Chevy Z-24

Sept 4, 1990/ 1:10 PM

Up to four fishing vessels on Jeffrey's Ledge were being boarded by Coast Guard personnel from the Cutter Wrangell for possible violations of using net liners. No violations were found.

Sept. 9, 1990/ 3:17 PM

The Coast Guard received a report from the Pleasure Craft My Delight about 8 miles west of Race Point that it had seen another vessel sink with no people on board and no apparent damage to sinking vessel. After a Coast Guard search of the area, no one was found and some debris was floating including seat cushions and fuel. There were no reports of overdue vessels.

Sept. 13, 1990/ 1:35 PM

The Coast Guard received a mayday relay from Yarmouth Coast Guard that the F/V Reciprocity was taking on water and sinking fast about 150 miles east of Cape Cod. Coast Guard aircraft and boats were diverted to the scene. Shortly after arriving on scene another fishing vessel was transferring pumps. The situation was stabilized and the vessel was towed back to its port in Canada.

Sept 13, 1990/ 5:26 PM

Coast Guard Woods Hole monitored a caller on channel 12 saying "mayday, mayday going down off Block Island." Two other vessels stated they also heard the calls but there was no further responses. A search was contacted and there was no reports of overdues. Case was suspended as

probable hoax.

Sept. 16, 1990/ 1:55 PM

The Fishing Vessel Lucitano was reported to be disabled about 95 miles east of Nantucket. The 95 foot scalloper out of New Bedford was towed to Nantucket Sound where the Tug Jaguar assisted with the tow to port.

Sept. 16, 1990/ 1:55 PM

The 87 foot scalloper F/V Aristocrat, out some 150 miles east of Nantucket reported that it was taking on water and requesting pumps. Another fishing vessel was alongside assisting with dewatering with buckets. An aircraft was launched and two pumps were dropped. A cutter was to arrive at midnight to assist with the effort. In a later report on Sept 18th, the Cutter Tamaroa made temporary repairs to the leaking stern tube and escorted the vessel toward Buzzards Bay. The vessel also lost generator power. The vessel sank about 30 miles southeast of Nantucket, at the entrance to the Boston approach shipping lane with two cutters on scene. Nine people were on deck wearing personal floatation devices and two were in the engine room without the floatation devices when the vessel turned over and sank. The cutter's small boat immediately picked up nine persons in the water and began searching for the remaining two men among the debris which floated up to the surface. Illumination flares were fired off, night goggles and a night sun was dispatched to be used in the search. The search continued into the next day. The cutter Tamaroa reported that a body, without a floatation

device and motionless, was recalled by a total of four people, some boatcrewmembers and some survivors independently, at the time of the sinking. The body was wearing a yellow shirt or raincoat but was not located. Coast Guard Marine Safety Office will conduct an investigation into the sinking. Two missing crewmen were not found.

Sept. 18, 1990/ 2:11 PM

The Fishing Vessel Sandy Lee, a 31 foot tuna boat with two men on board reportedly capsized 8 miles south of Provincetown after it had hooked a "very large tuna." The two men were recovered by a passing boat. The vessel sank and is marked by a mooring ball. The owner intends to salvage the vessel.

Sept. 19, 1990/ 2:39 PM

The Fishing Vessel Nordic Pride became disabled with a net in its screw in no immediate danger about 120 miles east of Nantucket. The tow was arranged.

Sept. 20, 1990/ 10:51 AM

The Fishing Vessel Mary Louise, a 75 foot vessel with five people on board and 30 miles southeast of Nantucket reported that it was on fire. All people on board were safe on another vessel the Maureen S. Vessel was fully engulfed and due to the heat, the Maureen S was unable to approach the vessel and fight the fire. When a cutter arrive on scene the vessel was still smoldering and considered unsafe for boarding. The vessel was lit with a strobe light and a notice to mariner broadcast was issued for a hazard to navigation.



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Plymouth Fishermen Throw Their Support Behind Congressional Candidate Jon Bryan

As the 1990 election season enters its final weeks, Congressional candidate Jon Bryan got some support from Plymouth fishermen on September 26th. The four men say they will support Bryan because incumbent Congressman Gerry Studds has "failed to protect the interests of fishermen."

One of the men, Steve Lozanik joined Bryan for a press conference on a Plymouth wharf to pledge his support to the

republican's campaign.

Lozanik suggested that Studds failed to protect fishermen in 1987 when the US forged a free trade agreement with Canada. Because fish prices are down and foreign competition is up, Lozanik says he now has to sell his boat.

Bryan charged that "to say that Gerry Studds has been a friend of the fishermen is the biggest fish tale ever told." Bryan added "I have the grass-roots support of people out here

on the front line. You just have to be willing to listen. You have to be willing to get off your high horse in Washington and come down to the docks and talk with people like Steve."

Lozanik says he supported Studds during his first run for office in 1970. The fisherman now says "I am going to work hard against him." Bryan also gained the support of some New Bedford boatowners during an August press conference.

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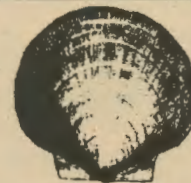
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SCALLOP LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Monday, September 24, 1990	<i>Celtic</i>	8,000 lbs.	\$4.35 Channel
	<i>Concordia</i>	11,000 lbs.	\$4.35 Channel
	<i>Victor</i>	9,500 lbs.	\$4.20 Georges

Tuesday, September 25, 1990 *No Scallopers Landing*

Wednesday, September 26, 1990 *No Scallopers Landing*

Thursday, September 27, 1990	<i>Nordic Pride</i>	11,000 lbs.	\$4.60 Channel
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Friday, September 28, 1990	<i>Bountiful</i>	3,500 lbs.	\$4.81 Channel
	<i>Oceanic</i>	7,500 lbs.	\$4.90 Channel
	<i>Resolute</i>	6,500 lbs.	\$4.90 Channel

Monday, October 1, 1990	<i>Columbia</i>	10,000 lbs.	\$4.90 Channel
	<i>Jupiter</i>	8,000 lbs.	\$4.90 Channel

Tuesday, October 2, 1990	<i>Santa Maria</i>	7,000 lbs.	\$4.90 Channel
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Wednesday, October 3, 1990 *No Scallopers Landing*

Thursday, October 4, 1990	<i>Diligence</i>	9,500 lbs.	\$4.67 Channel
	<i>Mary Jane</i>	6,500 lbs.	\$4.72 Channel

Friday, October 5, 1990	<i>Friendship</i>	7,500 lbs.	\$4.80 Channel
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Able J	Black Duck	Christine & Sandra II	Elizabeth Jane	Harry Glen	John Felicia
Act I	F Nelson Blunt	Sloop Clearwater	Elizabeth Christine	Heather Lynn	Jolly Roger
Act II	Blue Seas	Colleen	Elizabeth & Nicki	Harvey F. Gamage	Joseph & Lucia II
Act III	Blue Seas II	Columbia	Elizabeth R	Heidi Marie	Joyce Ann
Act VI	Boa Nova	Commodore	Elisabete & Victoria	Heidi Rose	Jody Lynn
After Dark	Bob Jones	Commonwealth	Elvira	Helen Marie	June V
Ahmed	Bonita	Concordia	Ellen J	High Chaparral	Julie D
Ahmoud	Bountiful	Condestaval	Emperador	Highliner	Jupiter
Alem Mar	Bountiful II	Confat II	Endurance	High Seas	Sloop Kahana
Alliance	Brasil	Connie F	Enterprise	Heavy Duty	Schooner Corwin
Alice Mario	Brenda J	Corey T	Equator	Heidi Ann	Kramer
Allyson	Brenda Kay	Corrine W	Eventide II	Helianthus	Katherine
Allyson Marie	Brenda Louise	Schooner Corwith	Excalibur	Hercules	Katherine Ann
Allyson & Theresa	Brian & Brent	Cramer	Explorer	Highland Pride	Kegan David Drew
Alpha & Omega	Bridget M	Cowboy	A. A. Ferrante	High Stakes	Katherine Marie
Alyssa & Seth	Buccaneer	Creole Belle	Faith	Hizzoner	Katherine & Julie
Amanda Lee	Buddy	Creole Fish	Fairtry	Hope II	Kari & Stephanie
Amazona	Buena Vista	Crispina Bucolo	Falcon II	Hokey II	Kathleen A
Ambassador	Bulwinkle	Croaker	Fat Snook	Holly & Alexander	Mirarchi
American Beauty	Butterfish	Crown Royal	Faneca	Holly & Michael	Kathleen & Julie II
American Hope	Calm Seas	Custy Lobster	Faro	Humbak	Kathleen
American Son	Calypso	Cultivator	Flight I	Hunter	Mararchi II
Ana Palmira	Canton	Curlw II	Flor-Bela	Huntress	Kate Beth
Andrea Gale	Cape Cod	Cyclone II	Flo	Hurricane	Katy Joan
Andrea Jean	Cape Star	Danica K	Four Girls	Iberia	Kerri Jean
Andrea Marie	Capt Bill V	Darnoc	Foz Do Mondego	Iberia II	Kimbanda
Andrew Robert	Capt Bligh	Dawn	Francis Elizabeth	Illusion	Kimberly Ann
Angel	Capt Charles	Dawn Til Dusk	Frankie Joe	Immigrant	Kelly Ann
Angel Wing	Capt Dooley	Dauntless	Friendship	Impulse	Kilkenny
Angela Kristine	Capt Donald	De Dee Mae II	Tug Ft. Phoenix	Independence	Kristen & Michael
Angela W	Capt Fred	Debbie Ann	Schooner Harvey F	Invader	Kingfisher
Ann & Jean	Capt George	Deborah Ann	Gamage	Invincible	Kokai No 1
Anna Fee	Capt Gould	Deborah Lee	Galaxy	Irene & Maria	Kukwarri
Anna Lana	Capt Henry	Deep Sea	Galewinds	Irene-Alton	Lady Ann
Anna Maria	Capt Jessie	Defiant	Galicia I	Iron Hope	Lady Cheryl
Annabelle	Capt Joe	Delta	Georges Island	Iron lady	Lady Clare
Aphrodite	Capt Lloyd	Diamond Girl	Gambler	Issac	La Gracia
April Gale	Capt Lorenzo	Dianne Lynn	Gary & Alison	Isabel S	Lady Daisy
Arsanas Clipper	Capt Mark	Decisive	Gail Ellen Rose	Jackie G	Lady Esther
Ariel	Capt Mike	Tug W. O. Decker	Gale	Jackpot	Ladyfish
Astronaut	Capt Sam	Deep Sea I	Gen. Geo S Patton	Tug Jaquar	Lady Jay
Atlantic Dawn	Capt Sonny	Desparado	Genesis	Jane Bowe	Lady Jo-Ann
Atlantic Star	Capt Stephen	Diane & Lisa	T. T. Gillie	Jacqueline & Maria	Lady Jo-Ann
Audrey Lynn	Capt Vincent	Divino Criador	Gipper II	Jane Lynn	Lady Grace
B Trio	Captain Mano	Dolphin	Golden Sea	January Cold	Lady Laura
Bagatell	Captain Wool	Dolphin	Gray Eagle	Jamie Maria	Lancer
Bangamary	Caravelle	Dolphin III	Grayling	Janice M	Lawson
Barbara Ann	Caribbean Seas II	Donna M	Gertrude	Java Rose	Libby
Barracuda	Carly D	Donna Marie	Ginny & Barb	Jeffrey & Jonathan	Linda
Bearded Clam II	Carmela	Dorado	Gipper	Jean Diane	Linda & Ilda
Bearded Lady	Carmen & Lisa	Doris A	Gladiator	Jeanne Ann	Lindy Lee
Beira Litoral	Carol Ann	Dr. Robert	Global Cape Ann	Jennifer & Aaron	Lindsay L
Bell	Carol L	Drake	Golden Eagle	Jennifer	Linnea C
Benjo	Carol R	Dreamer II	Grey Snapper	Jenny & Christina	Lisbon
Benny Alex	Carolinda	Drifter II	Grouper	Jessica Ann	Lucisaura
Bernice C	Catherine Anne	Duchess	Gulf Star	Jessica & Lisa	Schooner Lindo
Bethany	Cat Shark	Dyrstne	Gulf Stream	Jerry & Jimmy	Lis Bet
Big Deal	Cavalier	Eagle	Gulf Sun	Jessica & Susan	Lisa B
Big Dipper	Cavalli	East Wind	Gulf Surf	Jo-Ann	Little Dreamer
Big Red	Cee Dee	Ebb Tide	Gulf Wave	Jo Ann & Maria	Little Flower II
Billy Jean	Chabro	Edgartown	Gulf Wind	Joan & Tom	Little Infant
Billy Joe	Challenge	Edna May	Hadditt	Water Boat Jodie &	Little Jeff
Bill of Rights	Chico-Jess	Elise & Gina	Hajib	Jamie	Little Natalia
Schooner Bill of Rights	Water Boat Chippy	Elizabeth	Hannah Boden	Joey	Lady
	Christine Roberta	Elizabeth	Harvester	John F. Boone	Long Reach

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Lucimar	Miss Sandy	Pauline Marie	Sagres	Shallow Water	Tiger Cat
Lucky Penny	Miss Shirley	Padre Pio	Salmon	Shark	Tidewater
Lucky Venture	Miss Vicky	Palumbo I	Salvaterra	Sherry Ann Dale	Tidal Wave
Luso American I	Mr. Bill	Parul	Sam & Joe	Schooner Sherman	Tina Marie
Luso American II	Mr. Bud	Pat Sea	San Vito	Zweiker	Tinker
Luzitano	Mr. Prowler	Patricia & Katie	Sancor	Shinnecock	Tina
Mabel & Susan	Montreal	Pauline III	Sankaty	Shinnecock II	Theresa R II
Majestic	Monitor	Paulo-Mark	Santa Rita	Shoals	Three Bells
Manny & Christine	Moondance	Phoenix	Sao Jacinto	Side Show	Three V's
Maria & Angela	Moon Glow	Pilgrim	Sao Marcos	Sierra 1	Three Sons
Mariano Bucolo	Morning Mist	Playtime	Sarah	Seirra 2	Tina & Vina
Margaret F	Morning Star	Pilgrim's Progress	Sarah Marie	Seirra 3	TNT Express
Maria & Al	Mt. Vernon	Pioneer	St George II	Seirra 4	Tonia Rae
Maria Jo-Ann	Mullet	Pisces	Sand Bar	Seirra 5	Tori T
Marilyn B	Mustang	Porpoise	Sandra & Cindy	Seirra 6	Tradewinds
Marinaldo	My Marie	Portugal	Sandy	Seirra 9	Trident
Mariner	My Way	Ponta Delgada	Santa Cruz	Seirra 10	Tripolina
Marion	Mystic Light	Powhatan	Santo Antonio	Seirra 11	Triumph
Mary A Kelly	Mystic Way	Praia De Torreira	Sao Paulo	Silver Moon	Triunfo
Marissa Ann	Nancy Christine	Pretty Girl	Sara T	Silverside	Tropics
Mark Darren	Narragansett	Princess	Sea Breeze	Skipper	Twilight
Mary Ann VII	N B Seafood	Proud Rebel	Sarah Marie	Southern Belle	Two Friends
Mary Elizabeth	Co-Op Barges	Provider	Scotsman	Shannon III	Two Friends
Mary Ellen	Nanny & Vee	Prowler	Sea Capture	Shanty Girl	Typhoon
Mary Jean	Nathan Hale	Prowler II	Sea Crest	Shelagh K	Unicorn
Mary Ann VII	Nautilus	Prudence	Sea Eagle	Shelmac	United States
Mary Anne	Newfoundland II	Pursuit	Sea Hawk	Sisu	Valiant
Mary & Ethel	Nathaniel Lee	Put-In-Bay	Sea Horne	Slim Pickens	Valkyrie
Massachusetts	Nauset	Quitsa Strider	Sea Horse	Sophie G	Vast Explorer II
Mathew & Mark	Navegante	Yacht Rainbow	Sea King	Southern Cross	Vega
Mathew & Melissa	Neptune I	Rainbow Chaser	Sea King	Southern Crusader	Victor
Mattie K	Neptune II	Raiders	Sea Knight	South Seas	Vic-Ter-Rae
Mary Jean	Neves	Rachael & Heidi	Sea Lance	Sou' Wester	Vincenzo
Mary Louise	New England	Rainstorm	Sea Lion III	Spartan	Viking
Maureen S	Niagra Falls	Rebecca Ann II	Sea Miner	Spartan	Viking Queen
Marconi	Nobska	Rams	Sea Nymph	Springtide	Vil De Ilhavo
Mayflower	Nordstrom	Rebecca .	Sea Rider II	Stacie Vea	Vila Da Murtosa
Maude Platt	Northern Edge	Rebel II	Sea Roamer	Stacy Lynn	Vineyard Spray
Medkin	Nordic Pride	Rebel Lady	Sea Rover	Starlight I	Virginia Sands
Melissa	North Riding	Rebecca-Ann	Sea Serpent	Sting Ray	Viki
Michael B	North Sea	Naomi	Sea Swan	Stormy Weather	Voyager
Michael J	Northern Star	Rebecca &	Sea Quest	Stryker	Wahoo I
Michael & Colin	Ocean Clipper	Rachael	Sea Trout	Sunflower	Wahoo V
Michael & Amy	Ocean Delight	Red Snapper	Sea Wolf II	Sunrise	Wallaby
Mi Punkin	Ocean Mist	Richard & Arnold	Sea Gull	Sunset	Wanderer
Michaelangelo	Ocean Star I	Reliance	Sea Lion IV	St George II	Water's Edge
Michael Jo	Ocean Star II	Restless	Sea Siren	Stormy	Waterspout
Michelle	Ocean State	Rianda	Sea Stallion	Sue Ann	Wayward Wind
Michele & Annette	Ocean Hunter	Rio Sado	Sea Star	Sundowner	Western Sea
Michelle Dawn	Ocean Spray	Ripper	Sea Trek	Superhorse	Schooner
Michigan	Oceanic	Rip Tide	Seamark III	Suzie K	Westward
Mildred A	Orin C	Rock Shrimp	Seamark	Suzanne D	Western Wave
Miller Time	Orion	Rora 5	Second Nature	Suzanne Beth	West Wind
Mischief	Odin	Rora 6	Senhor Da Guia	Swift Water	Westwind II
Min Flicka	Olympic	Rora 7	Serina	Taku Maru No. 55	Weymouth
Miss Alicia	Olympic Champion	Rose-Marie	Shamrock	Taku Maru No. 56	William Bowe
Miss America	Olympic Javelin	Rosalie R	Senhor De	Taku Maru No. 57	Wind Song
Miss Anita	Osprey	Rose & Pat	Matosinhos	Taku Maru No. 81	William Lloyd
Miranda Maxwell	PAM	Rush	Seel	Taku Maru No. 82	Winters
Miss Emily	Pacuma	Ruby CC	Settler	Tara Renita	Yankee Flyer
Miss Greta	Patience	Ruth & Mary	Senhora Da Boa	Taurus	Yankee Rose
Miss Helena	Patriot II	Ruth & Pat	Viagem	Terri-Ann	Yukou
Miss Happy	Patriots	Ruthy L	Setubal	Tara M	Zibet
Miss Juli	Patty Jo	Rusty Pelican	Schooner	Tug Taurus	Zodiac
Miss Kim	Paul & Domenic	Ruthie B	Shenandoah	Tempo	
Miss Pauline		S Pedro	Seven Seas		

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DRAGGER LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



American Hope 24,300/ Ana Palmira 21,600/ Blue Seas II 25,400/ Cowboy 33,100/ Galaxy 9,200/ Imigrante 36,000/
Linda & Ilda 28,500/ Neves 31,000/ Sea Siren 31,000

TOTAL 240,100 LBS

Monday

Sept. 24, 1990

400 lbs
147,000 lbs
22,600 lbs
1,600 lbs
68,500 lbs

Haddock Large .80/ Scrod .60
Cod Large .75-1.00/Markets .85-1.00/Scrod .75-1.00
Blackbacks Large 1.30-1.40/Small 1.10-1.40/PW .60-.80
Dabs Large .80/ Small .80/ PW .40
Yellowtail Flounder - 100-120 count 1.10-1.25/ 150-170 count .95/160-180 count .85-.95

Illusion 20,800/ Luso American II 26,400/ Maureen S 27,000/ Nauset 12,000/ Senhora Da Boa Viagem 18,900/ Sunshine 28,600

TOTAL 133,700 LBS

Tuesday

Sept. 25, 1990

100 lbs
57,300 lbs
26,400 lbs
300 lbs
48,700 lbs

Haddock Large 1.50/ Scrod 1.00
Cod Large .70-1.00/ Market .70-1.25/Scrod .60-.75
Blackbacks Large 1.00-2.00/Small .80-1.70/PW .60-1.60
Sanddabs .20
Yellowtail Flounder - 100-120 count .95-1.10/ 160-180 count .90-1.00

Capt Mano 29,600/ Humbak 34,200/ Southern Crusader 24,000/ Vila Da Murtosa 18,700

TOTAL 106,500 LBS

Wednesday

Sept. 26, 1990

500 lbs
46,600 lbs
10,800 lbs
2,800 lbs
45,800 lbs

Haddock Large & Scrod 1.50
Cod Whales .90/ Large 1.00/Market .80-1.00/Scrod .65-.66
Blackbacks Large BB 1.50-2.00 / Small BB 1.40-1.70/ PW .60-1.00
SandDabs .30-.31
Yellowtail Flounder 100-120 count .90-1.00/ 120-140 count .93/ 160-180 count .85-.89

Atlantic Star 23,500/ Chain 23,800/ Exact 11,000/ Foz Do Mondego 21,500/ Helen Marie 37,000/ Isabel S 31,000/ Lucisaura 19,200/
Ruthie B 15,500/ Susie K 20,500/ Voyager I 22,700

TOTAL 225,700 LBS

Thursday

Sept. 27, 1990

118,400 lbs
700 lbs
44,300 lbs
800 lbs
61,500 lbs

Cod Whale .70/ Large .75-1.00/ Market .75-.90/Scrod .60-.65
Georges Lemonsole 1.50/ Large 1.25/ Small 1.00/
Blackbacks Large 1.00-1.30/Small .90-1.30/PW .30-.60
Sand Dabs .20-.25
Yellowtail Flounder - 100-120 count .70-1.20/ 120-140 count .80-1.05/130-150 count .72-1.00/
140-160 count .75/ 150-170 count .73-1.05/ 160-180 count .73-.85

Alentejo 19,200/ Cidade De Aveiro 16,200/ Elizabeth 19,400/ Jenny & Cristina 19,900/ Marlu 18,400/ Mischief 22,900/
Sancor 26,000/ Sea Escape 17,500/ Virginia Sands 30,200

TOTAL 189,700 LBS

Friday

Sept. 28, 1990

200 lbs
82,000 lbs
32,300 lbs
7,400 lbs
5,800 lbs
1,200 lbs
60,800 lbs

Haddock Large 2.00/ Scrod 1.00
Cod Whale .70-.75/Large .70-1.00/ Markets .70-1.00/Scrod .50-1.00
Blackbacks Large 1.00-2.00/Small .80-2.00/PW .40-.80
Dabs Large 1.00/ Small .40-.80/ PEW .40-.60
Greysole Large 1.00/ Small .80/ PW .40-.60
Sand Dabs .20-.60
Yellowtail Flounder - 100-120 count .90-1.20/120-140 count 1.10/ 150-170 count .65-.91/
160-180 count .60-.80



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John Silber, Governor

William Q. MacLean, Jr, Senator

No - on Question #3

It's Important That Everyone Votes!

Paid For By Malakye, 188 Bryant Lane, New Bedford, MA 02740

Bonansa 28,000/ Buenos Aires 12,000/ Capt Cruz 8,300/ Curlew II 34,500/ Lucky Venture 22,700/ Seel 23,500/ Valkyrie 25,900/ Vickie 12,500

TOTAL 167,400 LBS

**Oct 1, 1990
Monday**

400 lbs
60,200 lbs
1,100 lbs
31,100 lbs
4,300 lbs
1,000 lbs
69,300 lbs

Haddock Large .80/ Scrod .60
Cod Whale .75/ Large .70-.80/ Market .80-1.00/ Scrod .60-.70
Georges Lemonsole 1.80/ Large 1.60/ Small 1.40
Blackbacks Large 1.00-1.15/ Small .80-1.05/ PW .50-.60
Dabs Large 1.00/ Small .80/ PW .40
Greysole Large 1.00-2.00/ Small .80-1.00/ PW .40
Yellowtails 95-115 count .81/ 100-120 count .80-1.00/ 130-150 count .75/ 140-160 count .80/ 160-180 count .75-1.00

Calypso 21,100/ Cheri Andrea 11,500/ Kelly Ann 28,500/ Lady of Grace 22,400/ Narragansett 33,200/ Sea Breeze 25,800

TOTAL 142,500 LBS

**Oct 2, 1990
Tuesday**

400 lbs
56,900 lbs
37,200 lbs
400 lbs
47,600 lbs

Haddock Large 1.00
Cod Whale and Large .80-1.06/ Markets .80-.83/ Scrod .60-.80
Blackbacks Large 1.00-1.25/ Small .80-1.20/ PW .25-.60
SandDabs .20
Yellowtails 100-120 count .84-1.00/ 120-140 count .70/ 150-170 count .72/ 160-180 count .70

American Hope 50,800/ Atlantis 18,700/ Luso American I 25,100/ Mayflower 28,800/ My Way 27,600/ Nauset 11,500/ Niagara Falls 42,000/ Portugal 22,600/ Sagres 11,400/ Sao Marcos 30,000/ Shannon III 14,800

TOTAL 283,300 LBS

**Oct 3, 1990
Wednesday**

800 lbs
129,000 lbs
3,500 lbs
38,800 lbs
1,500 lbs
109,700 lbs

Haddock Large .60-1.00/ Scrod .50-.80
Cod Whale 1.00/ Large .50-1.05/ Market .50-1.00/ Scrod .40-1.00
Georges Lemonsole 1.50/ Large 1.30/ Small 1.20/
Blackbacks Large .80-2.00/ Small .60-2.00/ PW .40-2.00
Sand Dabs .10-.20
Yellowtail 100-120 counts .60-.80/ 130-150 count .70/ 150-170 count .57/ 160-180 count .49-.60

Lady Laura 19,600/ Libby II 8,500/ Lucimar 26,500/ Praia Da Torreira 20,700

TOTAL 75,300 LBS

**Oct 4, 1990
Thursday**

14,300 lbs
1,000 lbs
9,700 lbs
1,000 lbs
49,300 lbs

Cod Large & Market .40-1.00/ Scrod .30-.70
Channel Lemonsole .80/ LBB .60/ Small BB .40/ PW .20
Blackbacks Large 1.30/ Small .80-1.00/ PW .30
Sand Dabs .10
Yellowtail 100-120 count .60-.70/ 160-180 count .60-.65

AlemMar 20,300/ Bagatell 28,700/ Iberia II 18,000/ Lisbon 17,400/ Maureen S 31,000/ Sao Paulo 23,100/ Sea Siren 25,500/ Sunflower 18,400

TOTAL 182,400 LBS

**Oct 5, 1990
Friday**

64,400 lbs
11,100 lbs
13,100 lbs
3,000 lbs
90,800 lbs

Cod Large .80-1.10/ Market .80-1.10/ Scrod .75-.80
Lemonsole 1.10-1.60/ Large 1.00-1.40/ Small 1.00-1.10/ PW .60
Blackbacks Large 1.00-1.35/ Small .80-1.10/ PW .60-.80
SandDabs .10-.30
Yellowtails 100-120 count .73-1.05/ 130-150 count .70/ 150-170 count .58-.60/ 160-180 count .62

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Drugs/Alcohol
Money Worries
Job Training



M.A.P.
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October 11, 1990

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Major Festival Being Planned For Waterfront For 1991

The Friendly Sons Of Saint Patrick Of New Bedford will be celebrating a fiftieth anniversary in 1991. As part of the celebration, the organization will be sponsoring a NON-ALCOHOLIC, FAMILY STYLE, MULTI-ETHNIC CULTURAL FESTIVAL to be held on FISHERMEN'S WHARF on SUNDAY, JULY 7 to enhance the spirit of the festival, invitations have been sent to over fourteen tall ships of all the European and South American countries, to come to New Bedford for the July 4th week - week-end to help celebrate the ethnic makeup of this "All America" city.

All ethnic cultural and social organizations are invited to participate in the festival and are urged to contact Clement E. Daley, President of the Friendly Sons Of Saint Patrick for details on how to participate. Write to Mr. Daley C/O

The Friendly Sons Of Saint Patrick
P.O. Box J-4021
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OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

It appears to me that effort control, as suggested to be used in place of the present meat count, will not happen this year.

All suggested effort control methods will go out to Public Hearings shortly. Some of the proposed changes have gone out to Public Hearings before, in one form or another. They have also been discussed at every sea scallop sub committee that I have attended for over a year.

Offshore Mariners Association, with others from industry, have been pushing for effort controls instead of the infamous meat count for at least four years now.

The Fishery Management Council and particularly some of the staff over the past four years has refused to accept or endorse this scallop industry effort!

If I understand the Magnuson Act correctly, the Council and the staff in particular is supposed to listen, to accept advice and seriously consider recommendations from the fishing industry.

Therefore, I do not see that effort controls, as suggested by Offshore Mariners Association and the Seafood Producers Association of New Bedford as a joint proposal, will happen this year (1990), however, we may see some action in the spring of 1991. I don't want to be held to that statement of action in the spring of 1991, because I don't believe anything any more with the Council, until it happens.

If it's good for us, it doesn't seem to happen, if it's bad or expensive for industry, it happens and unfortunately that applies to other agencies than the Council as well.

If it's good for us, it doesn't seem to happen, if it's bad or expensive

for industry, it happens and unfortunately that applies to other agencies than the Council as well.

For the draggers, it looks like the 5 1/2" mesh for groundfish is here to stay. I admit that meetings I have attended lately keep talking about 6" mesh but I don't believe that's going to happen.

There's a lot of talk all the time about square mesh instead of diamond. I understand that some local boats have tried and are using square mesh instead of diamond with mixed results. Most of those I have listened to, speak well of square versus diamond and will continue to use square mesh.

The sea scallop shucking contests are over again for another year here and in Lunenburg, Nova Scotia.

The winners at the New Bedford runoffs were Jim Jardin and Warren Bretton. In Lunenburg, Nova Scotia the Canadians won first and second place.

We at Offshore Mariners Association, want to thank those that helped do the work and judging with the contests here in New Bedford. We want to particularly thank those who donated financially. The contests are expensive to put on and our donors are really appreciated.

These contests were not for the satisfaction of O.M.A. only, they were for the industry. We did not do well with contributors this year, which makes those who gave more appreciated than ever before.

Particularly, I want to thank Larry, the Captain and his mate of W.N.B.H. for their participation.

That's it for this Barnacle.

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A REPORT FROM THE OFFICE OF CONGRESSMAN GERRY E. STUDDS 10TH CONGRESSIONAL DISTRICT MASSACHUSETTS

U.S. AND CANADA SIGN FISHERIES AGREEMENT

WASHINGTON, D.C. — U.S. Ambassador Edward Ney and Canadian Fisheries Minister Bernard Valcourt signed an agreement in Ottawa on fisheries law enforcement that was prompted by incidents in which American fishing boats were chased and fired upon on Georges Bank.

The agreement follows more than a year of negotiations, undertaken at the urging of U.S. Rep. Gerry E. Studds (D-MA), who represents the nation's leading fishing port of New Bedford. Studds said that the agreement "is a major step toward full U.S.-Canadian cooperation on fisheries matters, and a major step away from the risk that someone will get shot on Georges Bank."

The agreement is designed to reduce the confusion that has contributed to incidents along the maritime boundary, including a case last November when warning shots were fired by a Canadian law enforcement vessel across the bow of a New Bedford scalloper. Under the pact, the U.S. and Canada pledge to ensure the accuracy and consistency of aids to navigation; to standardize fisheries law enforcement practices; and to impose tough penalties on their own citizens for violating the laws of others.

"American fishermen have a right to know what the rules are when they operate on Georges Bank," said Rep. Studds. "They should not be harassed when fishing on our side of the line and they should not have to compete in the marketplace with those who fish on the wrong side of the line. This agreement is designed to protect the innocent and punish the guilty, but that will only happen if both governments explain clearly how, where and by whom their laws will be enforced."

"For that reason," said Studds, "I have asked the State Department and the Coast Guard to convene a meeting with fishermen in New Bedford to discuss rules of operation under the agreement."

The full implementation of the U.S.-Canadian pact requires the passage of legislation by Congress strengthening penalties for violating a foreign government's fishing laws. That legislation,

introduced by Rep. Studds, has been approved by the House and is pending in the Senate.

"The United States and Canada have shared histories, shared values, shared interests and shared pride in our maritime traditions. We also have shared fisheries and there is no reason on earth why we cannot work together to guarantee the survival of those fisheries — and of the fishermen who harvest them — for generations to come."

Rep. Studds also expressed the hope that "the spirit of U.S.-Canadian cooperation that is reflected in today's agreement will last for many years, or at least until Friday, when the Blue Jays come to Fenway Park."

HOUSE PASSES STUDDS BILL ON HOAX CALLS

The U.S. House of Representatives approved a bill introduced by Rep. Gerry E. Studds (D-MA) to increase penalties for making false distress calls to the U.S. Coast Guard.

Rep. Studds immediately expressed "satisfaction that the House has given this emergency legislation the strong support it deserves."

The bill was prompted by the sinking last spring of the New Bedford fishing vessel, the SOL E MAR, resulting in the death of two local fishermen, William Hokanson and his son William, Jr.

During debate this afternoon on the House floor, Rep. Studds explained that "Last March 25, Coast Guard units in southeastern Massachusetts received a weak 'May Day' from the SOL E MAR. Because the Coast Guard does not have up-to-date technology, it was not possible to pinpoint the source of the call. And because the 'May Day' was followed immediately by another call, thin one obviously phony, the Coast Guard concluded that both calls were fake and no search and rescue resources were sent. As a result, we will never know whether the Hokansons could have been saved."

Shortly after that tragedy, Rep. Studds introduced the legislation approved by the House of Representatives today. The bill authorizes money for the Coast Guard to purchase state-of-the-art communications equipment. According to Rep. Studds,

"better direction-finding equipment for the Coast Guard can mean the difference between life and death in a real emergency; and between jail and freedom for the perpetrator of a hoax call."

The bill also imposes tough new penalties for those who make a false distress call to the Coast Guard. "Phony distress calls waste resources," said Studds. "they needlessly endanger Coast Guard personnel; and they make it less likely that the Coast Guard will respond successfully when human lives are truly in danger."

"Under this bill," Studds continued, "if you make a hoax call to the Coast Guard, and the Coast Guard sends out a helicopter or a patrol boat in response, you will be liable for every penny of the Coast Guard's increased operating expenses resulting from that call. The message is clear: if you're tempted to play games with the coast Guard — don't, because if you do, you'll be paying for it for the rest of your life."

During consideration of the bill, Rep. Studds cited two related issues that arose during a congressional Subcommittee hearing held in Woods Hole last July.

"The hearing," said Studds, "convinced us of the need to reserve channel 16, the international distress channel, for emergency calls only. Today, that channel is so overloaded with routine, non-essential conversations that mariners in distress have no guarantee their calls will be heard. We have asked the FCC to take action on this matter, and we have been assured that it will."

"Second, and this is news to no one, the Coast Guard needs more money. On Cape Cod," said Studds, "watchstanders are given so many other duties, and they are required to monitor so many radio speakers, they need superhuman energy, superhuman endurance, superhuman hearing, and a superhuman ability to tell when someone is speaking the truth. The men and women of the Coast Guard cannot be forced to cut back any more. They have reached their limit. They need our help. And people will die, needlessly die, if that help is not forthcoming."

The hoax call bill now goes to the U.S. Senate for further consideration.

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NOTES FROM USCG CUTTER TAHOMA (WMEC 908)

WRITTEN BY ENS PATRICK MCMAHON

On Wednesday, July 25, 1990, USCGC TAHOMA (WMEC 908), under the command of Commander R.A. Schultz, departed New Bedford on a 48-day patrol. The patrol proved eventful with two search and rescue cases, numerous boardings of foreign fishing boats and Floridian shrimp boats.

While enroute our Caribbean patrol area, TAHOMA was diverted to assist the Panamanian freighter BARONESS V, which was disabled and adrift approximately 300 nautical miles SE of Cape Hatteras, N.C. The BARONESS V's water supply had become contaminated and was undrinkable. Their crew was very relieved when TAHOMA arrived. We provided fresh water and remained on scene until commercial salvage arrived two days later.

Our transit to the Caribbean was interrupted a second time by Hurricane Bertha. Although we evaded the worst of Hurricane Bertha, some of our new crewmembers experienced their first rough seas.

After stopping briefly in Guantanamo Bay, Cuba to obtain

supplies, we proceeded to the coast of central America. We sent our helicopter, with crew from Coast Guard Air Station Savannah, Georgia, on numerous reconnaissance flights. The helo located several foreign fishing vessels, and with their consent, we boarded the vessels to check their documentation. They were all engaged in legitimate longline and spiny lobster fisheries. However, we did find that many of the fishermen lacked basic safety equipment such as lifejackets and fire extinguishers. We advised them that such equipment could save their lives someday.

On August 14th, we relieved the USS SOUTH CAROLINA from towing a disabled American sailboat. TAHOMA towed the boat to Puerto Rico to obtain repair assistance.

After patrolling routinely for a week, we arrived at Aruba, Netherlands Antilles for our mid-patrol break. The crew enjoyed three days of Aruba's beaches and exotic nightlife.

Upon leaving Aruba, TAHOMA was tasked with Search and Rescue duty in support of NASA

space shuttle operations off Cape Canaveral. While enroute, TAHOMA's lookout reported seeing a sail on the horizon. TAHOMA changed course to investigate and discovered a small raft, constructed of three inner-tubes lashed together and a home-made sail, with three Cuban refugees aboard. We took the three men onboard and delivered them to Miami for the Immigration and Naturalization Service to process.

TAHOMA's final tasking was to patrol off Mayport, Florida, after the space shuttle launch was delayed. We boarded several fishing vessels to check compliance with shrimp, red-snapper and grouper regulations.

TAHOMA returned to New Bedford on September 11th. In all, TAHOMA steamed over 10,000 nautical miles, identified 47 vessels enroute the U.S., boarding 20 U.S. and 12 foreign-flagged vessels.

TAHOMA will be in New Bedford until mid-October, when we depart on patrol once again. The ship is open for public visits on weekends from 10 am to 5 pm. Welcome aboard!

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Schooner ERNESTINA Log

Provided by Schooner Ernestina Commission
Edited By Joseph C. Cardozo



LOG OF THE ERNESTINA JULY 13 - JULY 20

The cadets of the Grove School of Madison, Connecticut discharged at Captain's Cove in Bridgeport, Connecticut on Friday the 13th, just in time for "Bartlett Boy" Austen Colgate to board ship with some 60 eight-year olds and their teachers from the Westport Public School. Austen Colgate, a member of the ERNESTINA's Speaker's Bureau had prepared the students for their tour with a slide show of his travels to the Arctic with Captain Bob Bartlett back in the 1940's, and armed with this background, the students had a lot of good questions for the crew during their tour, including "where do you keep the polar bears?"

No sooner had the students departed than our first trainees for the "Voyage to the Canadian Maritimes" arrived to sign on as members of the ship's complement. Cadets Georgina Salls and Rich Leaton, of Greens Farms Academy and Farragut Academy respectively, had both sailed on the ERNESTINA in programs sponsored by their schools; now they were back for more. Why? As Georgina put it, "I came back because the week I sailed with my school was so wonderful the crew treated me like a human being, a person who was part of a team, instead of just a 15 year old kid. I like the feeling that I count, and on this ship, everybody counts. That's important."

So with their help and that of a few trainees signed on for a weekend stint, we sailed for the Cold Spring Harbor, New York, home of the Cold Spring Laboratory. The laboratory is one of the nation's earliest maritime research center, and is now internationally known for its genetic research. It celebrated its 100th anniversary with the presence of the good ship ERNESTINA, the BLACK PEARL, and other tall ships anchored in the harbor, open for tours to the celebration participants. Boatload after boatload came on board all afternoon for guided tours of the ship, conducted by our crew members. After Canadian Maritime trainee Muffy Cohn joined us, we set sail for New Bedford. We did what was to be the first of many overnight transits, this one blessed with a strong breeze that allowed us to sail all through the starlet night, with no assistance from the engine. We arrived in New Bedford early the next morning.

And that next morning began the rush to provision the ship for the upcoming 6 week voyage that would take us some 3,000 miles north and back. Fuel, food and ship supplies were procured with dispatch, and with many good friends at the dock, we set sail for Newfoundland on July 18th. We had good friends on the ship as well, who joined as crew members for the voyage. Among them, Tom Goux and Jacek Sulanowski, sea shantymen extraordinaire and able deckhands who were embarked on a special project, funded by the Sea Education Association Armin Elaesser Fund to, in Tom's words, "discover what living memory there is out

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there about the ERNESTINA in musical form, for curriculum development purposes". (That was it only on a surface level as Tom discovered, for the ERNESTINA "is full of heart, and that's what the project is really all about.. " more on that later..)

Also joining us for this voyage was George Pomeroy of Brigus, Newfoundland. George has sailed with Captain Bob Bartlett back in the 40's, as engineer. We were thrilled, back in 1988, when he rejoined the ship, again as engineer, and still more so when he signed on this year. "People asked me why it is I keep coming back to this ship", said George. "I was proud to sail with Captain Bob; I liked the vessel, and I liked the Master. I feel the same way today with the new master, Captain Dan - I'm happy and proud to sail with him." And he still loves the vessel.

Also joining the ship's complement around this time were Ricardo Gonzalez-Lopez and Joseph Andrade, both mid-teens participating in our Junior Maritime Apprentice Program. During their apprenticeship of one to six months they are learning all aspects of ship life, from the proper way to trim a kerosene lantern to making fast a halyard; from performing anchor watch to splicing hemp lines. They also learn the more intangible lessons in leadership, trust, cooperation and true grit, and with the extended period of time on board, they have the rare opportunity to truly integrate what they are learning into their lives.

The instruction given the apprentices is given to every trainee who comes on board the ship, and the voyage to the Canadian Maritimes provided an opportunity for all to learn. We traveled to our first destination, Digby, Nova Scotia, much the same way Captain Bob did it in the 30's around the clock travel, mostly by motor, and mostly in the cold and fog. Working in three shifts, (in maritime lingo, "watches") throughout the day and night, the crew was rewarded for the the exhausting effort by an occasional glimpse of a sea lion or a whale, an arctic bird or a brilliant sunrise that made all the hard work of the ship worthwhile. Such is the sailor life. (To be continued.)

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Our Recipe Contest Winner For Sending In This Recipe:**

Highbrow Haddock

1 lb Haddock fillets
1/4 cup finely chopped onion
1/4 cup butter or margarine
1-1/2 cup soft bread crumbs
1 cup (4ozs) shredded sharp American cheese
1 (1-1/4 ozs) envelope sour cream sauce mix
1 (4 ozs) can mushroom stems & pieces drained

1 cup frozen peas, thawed
2 tablespoons all-purpose flour
1/4 teaspoon salt
1/8 teaspoon pepper
1-1/2 cup milk
Parsley & Paprika

In large skillet barely cover haddock with water. Simmer gently until fish flakes with a fork, 12-15 minutes; drain. Break fish into large chunks; set aside. Meanwhile in large saucepan cook onion in 2 tablespoons of butter or margarine until tender but not brown. Blend in flour, salt and pepper. Add 1 cup of the milk all at once. Cook and stir until thickened and bubbly. Remove from heat. Add cheese; stir until melted. Using remaining 1/2 cup milk, prepare sauce mix according to package directions. Stir in cheese sauce, fish, peas, and mushrooms. Turn into six (8 oz) casseroles. Melt remaining 2 tablespoons butter; toss with bread crumbs to combine. Sprinkle atop casseroles. Bake, uncovered at 400 degrees for 15-20 minutes. Garnish each casserole with parsley and paprika, if desired. Makes 6 servings.

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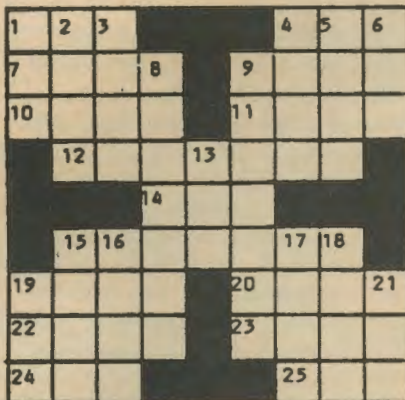
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Traveler's Crossword

- | | |
|---|------------------------------|
| ACROSS | 24. Meddle |
| 1. Silent | 25. Dowel |
| 4. Spider's artwork | DOWN |
| 7. Big continent | 1. Chart |
| 9. Trademark | 2. Exploited |
| 10. Philadelphia's state (abbr.) | 3. Short (vacation) |
| 11. Middle eastern country with oil wells | 4. Prayed |
| 12. Find one in Africa | 5. Yikes! |
| 14. Cargo weight | 6. — voyage! |
| 15. Common in rain forests | 8. Med school subject |
| 19. Particle | 9. Pride female |
| 20. Merchants bargain before the — | 13. Groom the greens |
| 22. Pure flower | 15. Mix with a spoon |
| 23. See it in L.A. | 16. Pilgrimage to the — Land |
| | 17. Freeway exit |
| | 18. Wild plum |
| | 19. French peak |
| | 21. Breakfast order |

The Scrambler

Unscramble the words below, one letter to each square to form everyday words.

- RNEGGI
[] [] [] [] [] []
- TUSORTI
[] [] [] [] [] []
- IRCNNOU
[] [] [] [] [] []
- MYTOBO
[] [] [] [] [] []
- TMRESA
[] [] [] [] [] []

Now unscramble the circled letters to form the mystery word.

Mystery Word

[] [] [] [] [] []



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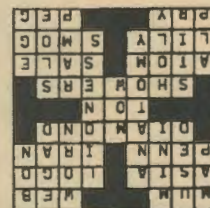
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- The T Stopper
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Mystery Word:
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On October 18-20, 1990, at the Bayside Exposition Center in Boston, Massachusetts, thousands of commercial fishermen will gather for what is sure to be an outstanding event. Once every two years, the World's Largest Commercial Fishing Trade Show comes to Boston. This is the year!

After the record breaking Seattle show, with over 30,000 attendees from 47 states and 53 countries attending the 1137 booths covering 5 different buildings, FISH EXPO has maintained its outstanding 24 year reputation as being the World's Largest Commercial Fishing Trade Show.

What attracts so many industry professionals is the reputation FISH EXPO has gained as being the best place for commercial fishermen to see and buy the latest in commercial fishing equipment and gear. Manufacturers and suppliers of vessels, engines, electronics, deck machinery, refrigeration equipment, life and safety equipment, financial services, insurance and other products and services will exhibit to the

commercial fishermen and industry professionals. It's the best opportunity fishermen have to be exposed to everything in one place at one time.

Along with the opportunity for the visitor to see the latest product or service, it is also a great time for commercial fishermen to see how changes in the industry may affect them in the future through the many seminars held during FISH EXPO. The 1990 FISH EXPO Seminars program produced by "National Fisherman" are free seminars focusing on crucial topics and are presented by industry leaders. The topics include: Getting More Money for Your Fish; dealing with the many fishermen in the Northeast and elsewhere who are victimized by both depressed stocks and low prices. The seminar will discuss ways fishermen can get top dollar for their catch.

What's Ahead for Swordfishermen? Swordfishermen on the Atlantic Coast and in the Gulf of Mexico are justifiably concerned and confused about the future of their

industry. Panelists will examine recent decisions affecting swordfishing and look ahead at what may be in store.

Square vs. Diamond Mesh. Many trawler skippers both in the U.S. and abroad have switched to square mesh. We'll look at the square advantages and disadvantages of this type of netting for both the fisherman and the stocks.

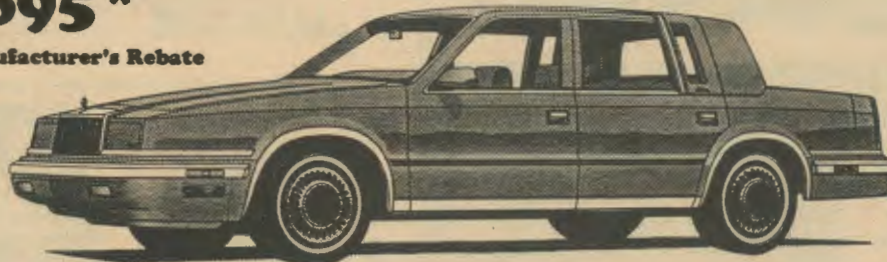
Seafood Cooking with Julia Childs. World-class chef Julia Childs will host a cooking demonstration of underutilized species of East Coast Seafood.

Understanding the New Safety Reqs. By FISH EXPO time, the Coast Guard should have a good idea of what its new, comprehensive set of safety regulations will include. Panelists will bring you up to date and answer questions about how those new rules are likely to affect you.

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LEGAL NOTICES

NOTICE OF PUBLIC HEARING

The Mid-Atlantic Fishery Management Council will hold a public hearing on Amendment 3 to the Atlantic mackerel, Squid, and Butterfish Fishery Management Plan at 7:00 PM, 31, October 1990, at the Holiday Inn, 45 Industrial Highway, Essington, PA.

The Amendment is intended to bring the Fishery Management Plan for the Atlantic Mackerel, Squid and Butterfish Fisheries FMP into compliance with the guidelines in 50 CFR 602 which require that every FMP include a definition of overfishing. It is proposed that overfishing be defined as the catch of Atlantic Mackerel, Loligo Pealei, Illex illecebrosus, or butterfish that exceeds the annual quota of each species. The provision of the FMP concerning setting annual quotas will prevent overfishing. The FMP modified by this amendment was implemented on 1 April 1983.

Written comments, other than testimony submitted at the hearing, will be accepted until 29 October 1990. For further information contact, John Bryson, Executive Director, Mid-Atlantic Fishery Management Council, Room 2115 Federal Building, 300 South New Street, Dover, Delaware 19901 (302-674-2331).

NOTICE OF PUBLIC HEARING

The Mid-Atlantic Fishery Management Council will hold public hearings on Amendment 1 to the Summer Flounder Fishery Management Plan as follows:

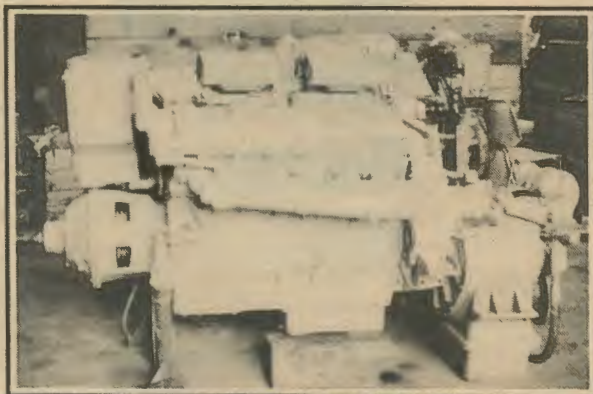
- 10 Oct. 1990: Holiday Inn, 348 duPont Highway, Dover DE
- 10 Oct 1990: Holiday Inn of Rockville Center, 173 Sunrise Highway, Rockville Center, LI, NY
- 11 Oct. 1990: Wall Township Fire Hall, West Atlantic Avenue, Rt 34, Wall, NJ
- 11 Oct 1990: Sheraton Salisbury Inn, 300 S. Salisbury

- Blvd, Salisbury, MD
- 11 Oct. 1990: Holiday Inn Riverhead, Exit 72, LI Expressway & Rt 25, Riverhead, LI, NY
- 15 Oct. 1990: Elizabethan Inn, Routes 64 & 264, Monteo, NC
- 15 Oct. 1990: Skipper Motor Inn, Route 6, Fairhaven, MA
- 16 Oct. 1990: Joslyn Hall, Carteret Community College, 3505 Arendell, Morehead City, NC
- 16 Oct. 1990: Dutch Inn, Great Island Road, Galilee, RI
- 17 Oct. 1990: Radisson, 700 Settlers Landing Road, Hampton, VA
- 22 Oct. 1990: Cape May Extension Office, Dennisville Road, Cape May Court House, NJ

All hearings begin at 7:00 pm, except the Riverhead and Rockville Center hearings, which will begin at 7:30. The Amendment is intended to establish that only otter trawl vessels with 5.5" minimum mesh (diamond mesh) or 6" minimum mesh (square mesh), inside measure, applied throughout the cod end of the net may retain more than 500 lbs of summer flounder. If the fish are landed in a state that has larger minimum net mesh size, the State limit would prevail. Written comments, other than testimony submitted at the Cape May Court House hearing, will be accepted until 22 October 1990. For further information contact: John C. Bryson, Executive Director, Mid-Atlantic Fishery management Council, Room 2115 Federal Building, 300 South New Street, Dover, Delaware 19901 (302-674-2331)

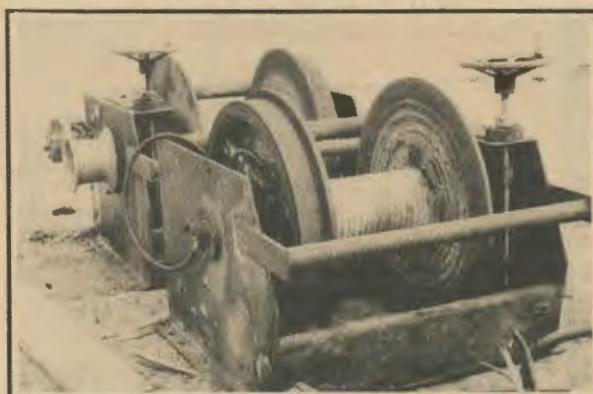
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